



General
Services
Administration Washington, DC 20405

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MEMORANDUM FOR THE HEADS OF EXECUTIVE AGENCIES AND ESTABLISHMENTS

Subject: Maximum Tire Pressure

For the past several months the Interagency Federal Energy Policy Committee ("656 Committee") has worked toward recognizing and developing energy conservation measures to reduce gasoline consumption within the Federal fleet. One of the measures strongly recommended by the Transportation Working Group of the "656 Committee" is the practice of inflating vehicle tires to the maximum allowable pressure as indicated on the tire sidewall. The Working Group believes that this step will assist Federal agencies in working toward the 10 percent improvement in fuel economy announced by the President in his memorandum of July 23, 1980.

Tests have shown that properly inflated tires can increase vehicle fuel efficiency by as much as 5 percent. Maximum tire inflation is regarded to be a highly cost-effective method of improving fuel economy. For the relatively small investment of time involved in promoting tire inflation, a significant return, in the form of increased miles per gallon, can be obtained.

Inflating tires to their maximum pressure is already an established policy within the General Services Administration. Actions taken to implement this policy include: The posting of signs on top of Interagency Motor Pool gasoline pumps to remind drivers to check tire pressure; spot checks by motor pool personnel to identify vehicles with underinflated tires; and the development and distribution of a sunvisor sleeve listing the five major precepts of the Driver Energy Conservation Awareness Training (DECAT), one of which is a reminder to maintain maximum tire pressure. The sunvisor sleeves will be available to all Federal agencies. Specific ordering instructions are being provided to your staffs in a separate letter.

I encourage you to adopt a similar policy of maintaining maximum tire pressure within your vehicle fleet. While this recommendation applies to all vehicles, the front and rear tire pressure differential should be maintained on load-carrying or front-wheel-drive vehicles when recommended by the vehicle manufacturer.

Please contact Mr. Lowell A. Stockdale, Director, Federal Fleet Management Division, at FTS 275-1021 if you have any questions or need additional information.

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Ray R. Hull
Administrator